

## **602 KAR 20:100. Public use heliport.**

RELATES TO: KRS 183.090

STATUTORY AUTHORITY: KRS 183.024

NECESSITY, FUNCTION, AND CONFORMITY: This administrative regulation sets forth the minimum airport safety standards for a classification or as a public use heliport.

Section 1. Definitions. (1) "Approach surface" means the obstruction clearance planes, which are aligned with the path selected for flight and which extend upward and outward from the edge of the landing area. They increase in elevation at a given ratio of horizontal to vertical feet. These surfaces may be curved.

(2) "Helicopter" means a rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.

(3) "Heliport" means an airport used exclusively or intended to be used for the landing and takeoff of helicopters. It may either be at ground level or elevated on a structure.

(4) "Landing area" means that specific area on land, water or a structure on which the helicopter actually lands or takes off, including the touchdown area.

(5) "Landing area designation" means a certificate of approval of the safety and adequacy of an airport facility issued by the Transportation Cabinet in accordance with 602 KAR 20:020.

(6) "Peripheral area" means a safety zone that provides an obstruction-free area on all sides of the landing area.

(7) "Public use" means open to the general public without a prior request to use the heliport.

(8) "Touchdown area" means that part of the landing area where it is preferred that the helicopter alight.

(9) "Transitional surfaces" mean those obstruction clearance planes adjacent to the landing area and the approach surfaces. They extend outward and upward from the edges of the landing area and the approach surfaces at a given ratio of horizontal to vertical feet.

Section 2. Any heliport in this state classified as a public use heliport shall meet the safety standards set forth in this administrative regulation and those of 602 KAR 20:030.

Section 3. (1) The person who owns or controls a public use heliport shall have control over a minimum land area equal to the dimensions of the landing area surrounded by the peripheral area.

(2) The landing area shall be a square with each side equal to one and one-half (1 1/2) times the overall length of the largest helicopter anticipated to use the facility.

(3) The peripheral area shall have a minimum width equal to one-fourth (1/4) the overall length of the largest helicopter anticipated to use the facility, but not less than ten (10) feet.

Section 4. The touchdown area dimensions shall be equal to the rotor diameter of the largest helicopter anticipated to use the facility.

Section 5. The heliport approach surface shall be at a ratio of eight (8) to one (1). The width of the sloping plane surface shall coincide with the dimension of the landing area and flare uniformly to a width of 500 feet at a distance of 4,000 horizontal feet from the landing area.

Section 6. If the heliport approach surface is curved, then 300 feet shall be the distance from the edge of the landing area prior to the beginning of the curve.

Section 7. The heliport transitional surface shall be at a ratio of two (2) to one (1) to a distance of

250 feet from the center of the landing and 250 feet from the centerline of the heliport approach surface.

Section 8. Where the helicopter taxis on the ground, a taxiway twenty (20) feet in width shall be provided and lateral clearance shall provide a minimum of ten (10) feet between the rotor tip and any object where the helicopter taxis on the ground. (2 Ky.R. 134; eff. 10-8-75; Am. 16 Ky.R. 861; eff. 1-12-90.)